


Canada Steamship Lines Limited

Niagara to the Sea

1917

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CANADA STEAMSHIP LINES LIMITED

SAILING SCHEDULE 1917

NIAGARA RIVER DIVISION

Steamers perform service between Toronto, Niagara-on-the-Lake, Queenston and Lewiston, as follows, dates inclusive:

From May 16th to May 29th, two trips daily, except Sunday.
From May 30th to June 19th, four trips daily, except Sunday.
From June 20th to September 3rd, six trips daily, except Sunday.
Sunday service from June 17th to September 2nd, four trips each way, thereafter two trips until September 23rd inclusive.
From September 4th to September 8th, four trips daily, except Sunday.
From September 10th to October 6th, two trips daily, except Sunday.
Connections made with Michigan Central at Niagara-on-the-Lake; at Lewiston with New York Central and Niagara Gorge Railway, and International Railway at Queenston.

TORONTO-ROCHESTER-MONTREAL DIVISION

Sailing dates from Toronto and Montreal will be as follows, dates inclusive:

From June 9th to June 30th, daily except Sunday.
From July 1st to September 15th, daily.

Eastbound Read down			Westbound Read up
3.30 PM	Lv.	Toronto	Ar.
9.45 PM	Lv.	Rochester (Charlotte)	Lv.
10.30 PM	Lv.	Rochester (Terminal)	Ar.
5.15 AM	Ar.	Kingston	Lv.
5.30 AM	Lv.	Kingston	Ar.
6.50 AM	Lv.	Clayton	Lv.
		Thousand Island Park (a)	
7.30 AM	Lv.	Alexandria Bay	Lv.
8.50 AM	Lv.	Brockville	Ar.
9.50 AM	Ar.	Prescott	Lv.
		(Eastbound passengers transfer at Prescott to rapids steamer, westbound from rapids to lake steamer.)	
10.00 AM	Lv.	Prescott	Ar.
1.00 PM	Lv.	Cornwall	Lv.
6.15 PM	Ar.	Montreal	Lv.

(a) Reached by local steamer from Clayton or Alexandria Bay.

Connecting with Grand Trunk International Limited Train, westbound, leaving Montreal 10.15 a.m.

MONTREAL-QUEBEC DIVISION

Season—May to November

Sailing dates from Montreal and Quebec will be as follows, dates inclusive:

May 1st to 31st, daily, except Sunday.
From June 1st until September 30th, daily.
From October 1st to November 18th, daily, except Sunday.

Eastbound Read down			Westbound Read up
7.00 PM	Lv.	Montreal	Ar.
9.45 PM	Lv.	Sorel	Lv.
1.00 AM	Lv.	Three Rivers	Lv.
2.30 AM	Lv.	Batiscan	Lv.
6.30 AM	Ar.	Quebec	Lv.

Steamers from Montreal transfer passengers direct to Saguenay steamers.

SEMI-WEEKLY THROUGH SERVICE

STEAMER "SAGUENAY"

MONTREAL-MURRAY BAY-TADOUSAC-SAGUENAY

Sailing schedule, 1917, June 26th to September 7th, inclusive.

Eastbound Read down			Westbound Read up
Tuesday 7.15 PM	Friday 7.15 PM		Mon. & Fri. 9.00 AM
Wednesday 8.00 AM	Saturday 6.30 AM	Lv. Montreal	Sun. & Thurs. 9.00 PM
12.30 PM	11.00 AM	Lv. Quebec	Lv.
1.00 PM	11.45 AM	Lv. St. Irene	Lv.
1.30 PM	12.15 PM	Ar. Murray Bay	Lv.
1.50 PM	12.35 PM	Lv. Murray Bay	Ar.
2.50 PM	1.35 PM	Lv. Cap a l'Aigle	Lv.
5.00 PM	4.00 PM	Lv. St. Simeon	Ar.
5.30 PM	5.30 PM	Ar. Tadousac	Lv.
10.30 PM	10.30 PM	Lv. Tadousac	Ar.
		Ar. Ha! Ha! Bay	Lv.

SAGUENAY DIVISION

Season—May to November

Sailing dates from Quebec to the Saguenay will be as follows, dates inclusive:

From May 2nd to June 9th, Wednesdays and Saturdays.
From June 12th to June 30th, Tuesdays, Wednesdays, Fridays and Saturdays.
From July 3rd to September 5th, daily, except Sundays.
From September 7th to 29th, Tuesdays, Wednesdays, Fridays and Saturdays.
From October 3rd to November 17th, Wednesdays and Saturdays.

IMPORTANT NOTICE RE WEDNESDAY SAILINGS FROM QUEBEC

From July 4th to September 6th, see time table of steamer "Saguenay," which is the only steamer from Quebec, eastbound, on Wednesdays, and from Ha! Ha! Bay, westbound, on Thursdays.

No sailings from Chicoutimi on Thursdays, July 5th to September 6th inclusive.

Eastbound Read down			Westbound Read up
8.00 AM		Lv. Quebec	Ar.
11.30 AM		Lv. (b) Baie St. Paul	Lv.
12.15 PM	On Wednesdays, eastbound, from Quebec, July 4th to September 5th. No call at Baie St. Paul.	Lv. Eboulements and Chicoutimi.	Ar.
1.30 PM		Lv. St. Irene	Lv.
1.50 PM		Ar. Murray Bay	Lv.
2.30 PM		Lv. Cap a l'Aigle	Ar.
2.50 PM		Lv. (c) Cap a l'Aigle	Ar.
4.30 PM		Lv. St. Simeon	Ar.
7.00 PM		Ar. Tadousac	Lv.
Acc'ding to tide		Ar. Ha! Ha! Bay	Lv.
		Ar. Chicoutimi	Lv.

(b) Call at Baie St. Paul subject to conditions of weather and tide.

(c) Call at Cap a l'Aigle from June 2nd to September 29th.

(d) Call at St. Simeon on Saturdays, eastbound, and Sundays, westbound, will be made by steamer "Saguenay" during July and August. See schedule preceding page.

(e) Until June 10th and after September 15th, steamers leave Tadousac and points west thereof two hours earlier than schedule on westbound trip.

River du Loup service: During July and August, Saguenay steamer will call at River du Loup on Saturdays, eastbound, and on Sundays, westbound.

IMPORTANT NOTICE

Time tables show the time steamers should arrive at and leave different ports, but their departure, arrival or connection at time stated is not guaranteed, nor does the Company hold itself responsible for any delay or any consequences arising therefrom. All times subject to fluctuation from stress of weather, etc., and change with or without notice.

Note.—If call cannot be made with safety, the Company reserves the right to cancel stop at any port.

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CANADA STEAMSHIP LINES LIMITED

C.S.L.



Steamer "Cayuga" (Niagara-Toronto Division)

MEAL SERVICE

Meals on the through tourist steamers are served on the American plan, as follows:

Toronto-Rochester-Montreal Division

Eastbound

Dinner	\$1.25
Breakfast	1.00
Luncheon	1.00

Westbound

Luncheon	1.00
Dinner	1.25
Breakfast	1.00
Luncheon	1.00
Dinner	1.25

Montreal-Quebec Division. (In both directions.)

Dinner	1.25
Breakfast	1.00

Quebec-Saguenay Division. (In both directions.)

Breakfast	1.00
Luncheon	1.00
Dinner	1.25

Montreal-Saguenay Division. (Through service.) Str. "Saguenay."

Dinner	\$1.25
Breakfast	1.00
*Luncheon	1.00
*Dinner	1.25
Breakfast	1.00

(Arrival in Montreal.)

*In each direction between Quebec and the Saguenay.

CUISINE

The Company, realizing that its best advertisement is in the quality of its meal service, gives special attention to its Commissary Department, with the idea of maintaining a uniform service of excellence, which most favorably compares with any other such service offered to the traveling public.

Meals on the Niagara Division between Lewiston, Queenston, Niagara-on-the-Lake and Toronto, service a la carte.

The Dining Rooms on Steamers "Toronto" and "Kingston" are located on the main deck forward, and as Meal Tickets are only on sale at the Purser's office, passengers should purchase same before seeking entrance to these dining rooms.

DE LUXE THROUGH SERVICE BETWEEN MONTREAL AND THE SAGUENAY

On Tuesdays and Fridays, during July and August, tourists may take the steamer "Saguenay" at Montreal for trip through to the Saguenay "without transfer," stopping over, if they so desire, at Quebec on the return trip, and returning from Quebec on the regular nightly steamers.

CONNECTIONS

TORONTO—With G. T. Ry., C. P. Ry., Niagara River Division, N. St. C. & T. Ry. and C. N. O. Ry. and Hamilton steamers.

ROCHESTER—With N. Y. C. R. R., B. R. & P. Ry., L. V. R. R. and Electric Ry.

KINGSTON—With G. T. Ry. and C. P. Ry.

CLAYTON—With N. Y. C. R. R. and with all steamers for the Thousand Islands resorts and ferry for Gananoque.

BROCKVILLE—With G. T. Ry. and C. P. Ry.

PRESCOTT—With G. T. Ry. and C. P. Ry.

OGDENSBURG—With N. Y. C. R. R. and Rutland R. R.

CORNWALL—Ferry daily from Massena Springs.

MONTREAL—With Intercolonial, C. P. Ry., G. T. Ry., C. V. Ry., D. & H. R. R., Rutland R. R., N. Y. C. R. R., for New York, Boston, White Mountains and Adirondack summer resorts.

THREE RIVERS—With St. Maurice Valley Ry. and C. P. Ry.

QUEBEC—With Intercolonial, C. N. O. Ry., G. T. Ry., C. P. Ry., Q. C. Ry. and Electric Railway to Ste. Anne de Beaupre. With all Transatlantic Lines sailing via the St. Lawrence route.

FARES BETWEEN SOME OF THE PRINCIPAL POINTS

BETWEEN TORONTO

AND	One Way	R'd Trip
Niagara Falls	\$1.55	\$2.50
Rochester	2.75	4.50
Alexandria Bay	5.60	10.00
Montreal	10.00	16.70
Quebec	14.90	24.05
Murray Bay	17.00	27.45
Tadousac	18.00	29.20
Saguenay River	19.50	32.70

BETWEEN ROCHESTER

AND	One Way	R'd Trip
Montreal	\$9.50	\$15.75
Quebec	14.40	23.10
Murray Bay	16.50	26.50
Tadousac	17.50	28.25
Saguenay River	19.00	31.75

BETWEEN MONTREAL

AND	One Way	R'd Trip
Quebec	\$4.90	\$7.35
Murray Bay	7.00	10.75
Tadousac	8.00	12.50
Saguenay River	9.50	16.00

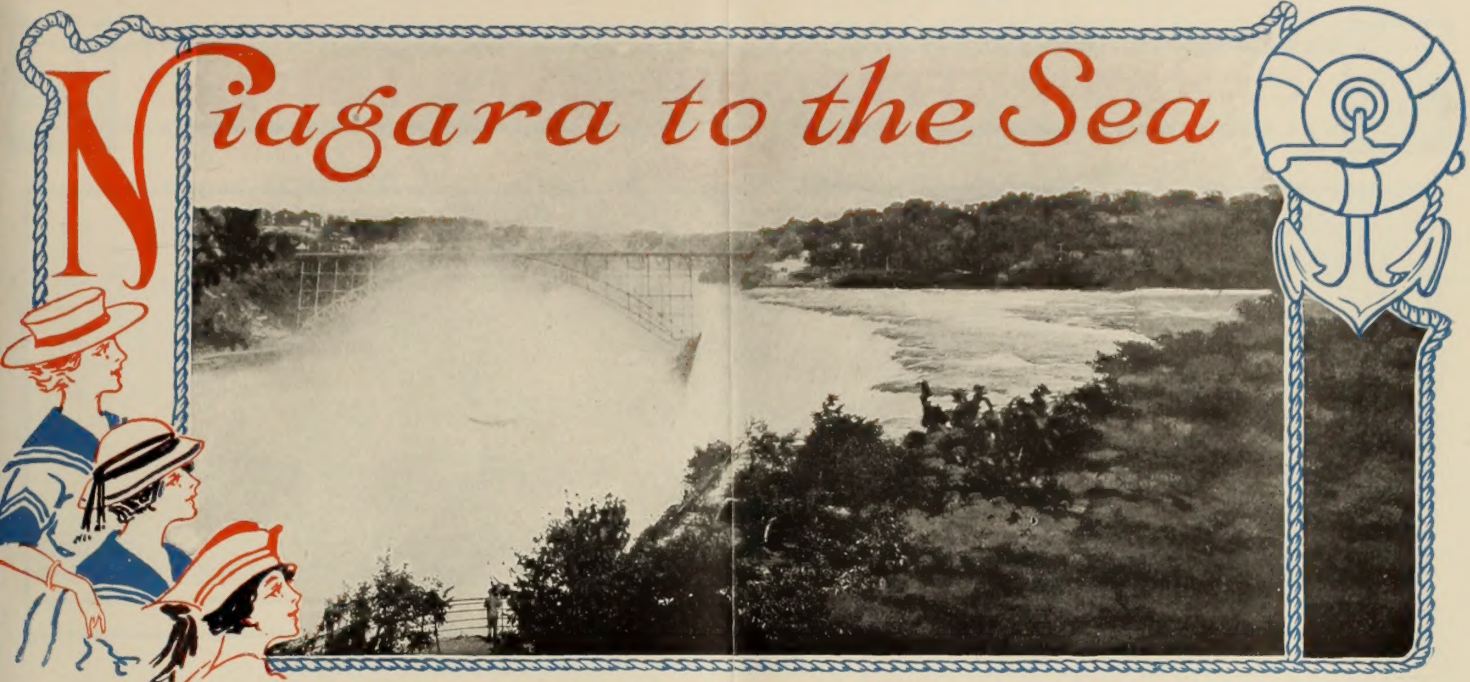
BETWEEN QUEBEC

AND	One Way	R'd Trip
Murray Bay	\$3.00	\$4.70
Tadousac	4.00	6.50
Saguenay River	5.50	9.50

BETWEEN THOUSAND ISLANDS

AND	One Way From		Round Trip From	
	Clayton	Alex. Bay	Clayton	Alex. Bay
Montreal.....	\$5.50	\$5.25	\$9.50	\$9.00
Quebec.....	10.20	10.15	16.20	16.20
Murray Bay.....	12.30	12.25	19.60	19.60
Tadousac.....	13.30	13.25	21.35	21.35
Saguenay River.....	14.80	14.75	24.85	24.85

IMPORTANT NOTICE.—Through tickets available for passage on the Company's steamers are on sale at all the principal Railway and Steamship offices in the United States and Canada, including coupon ticket offices on the Pacific Coast.



THE FINEST INLAND WATER TRIP IN THE WORLD—Covering 1,000 miles from the Niagara River and Toronto, also Rochester, N. Y., through Lake Ontario, the Thousand Islands, the exciting descent of the wonderful Rapids of the St. Lawrence, Montreal, Quebec, the sublime scenery of the St. Lawrence below Quebec and the Saguenay River. The most varied in scenery, the richest in historic association, which can be made on the continent.

FROM Niagara Falls the Niagara River dashes down for fourteen miles through a gorge excavated by itself, passing Lewiston, on the American side, and Queenston, on the Canadian side. From the Falls to Lewiston communication is by New York Central Railroad or Niagara Gorge Electric Railway, and to Queenston, via International Electric Railway, also from the Falls to Niagara-on-the-Lake by Michigan Central Railroad. The Company maintains a ticket office at 18 East Swan Street, Ellicott Square, Buffalo, N. Y., also at 3 International Hotel, Niagara Falls, N. Y.

From Lewiston, Queenston and Niagara-on-the-Lake the large steamers of the Niagara Division run across Lake Ontario to Toronto, several times daily during the summer season affording convenient connections with the Tourist Steamers leaving at 3.30 p.m. in the afternoon.

The sail down the Niagara River to Lake Ontario is most enjoyable and interesting.

The Company's Tourist Steamers leave Toronto daily during summer, running via Lake Ontario, the American channel, through the Thousand Islands by daylight, and all the rapids to Montreal.

Toronto, Ont., population 600,000, is the capital of the Province of Ontario. Leaving at 3.30 p.m., the first stop is at



A Summer Day on Lake Ontario



Off to the Regatta, Thousand Islands

CANADA STEAMSHIP LINES LIMITED



S. S. "Toronto" (Toronto-Montreal Division)

Rochester, N. Y., on the Genesee River. New York Central R. R. connection for New York and points east, and Buffalo and points west. The following morning we arrive at

Kingston, Ont., the principal fortified point west of Quebec. The steamer, going east, after rounding Cedar Island, with its Martello tower, commences the descent of the River St. Lawrence. Wolfe Island is on the right, Milton, the "Spectacles," and Howe Islands are passed on the left. There are three main channels through the islands: one along the north, or Canadian shore; the middle channel, near the boundary line; and the South, or American channel, along the shores of New York State.

Wolfe Island, where the Thousand Islands proper begin and where passengers from Rochester transfer to local steamer for Thousand Islands ports.

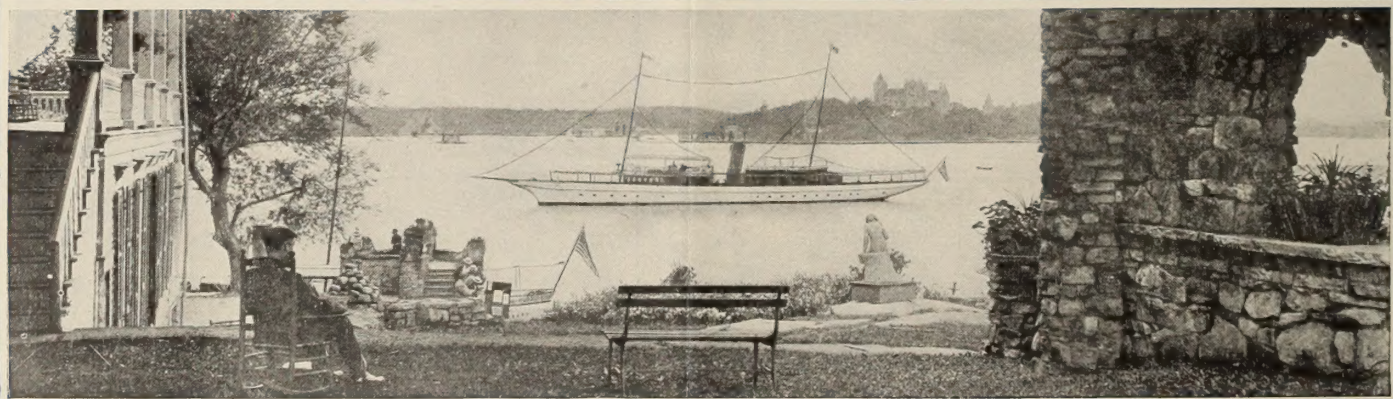
The River St. Lawrence, together with the Great Lakes, form the grandest system of inland navigation in the world, extending from the head waters of Lake Superior to Cape Gaspe, on the Atlantic Ocean, a distance of 2,100 miles.

The total area of the St. Lawrence Basin is about 510,000 square miles, of which the United States owns 187,440, and

Canada, 322,560 square miles. The total length of the river, from Kingston to Point des Monts, is 688 miles. The Great Lakes and St. Lawrence form a natural boundary line between the United States and Canada, ending near Cornwall, Ont., from which point the river runs eastward entirely through Canadian territory. Throughout its entire length the St. Lawrence has the clearness and purity of a mountain spring.

The Thousand Islands are 1,692 in number and extend from Lake Ontario to Prescott, fifty miles. From the observation decks of the steamer the traveler has a glorious opportunity of viewing the ever-changing attractions of this wonderful natural panorama. Every turn brings new views, new scenes and new life. Many of the islands are owned by wealthy people, who have erected costly mansions and laid out tasteful grounds. The scenery by day is most inspiring, while the illuminations, the music, the flashing boats, and the festivities by night make the evenings enchanting.

Stop-Over Privilege. From all of the resorts among the islands charming excursions may be made both by day and by night (searchlight) on the well-appointed local excursion boats of the Thousand Island Steamboat Division at low fares for



Among the Thousand Islands

CANADA STEAMSHIP LINES LIMITED

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Sectional Map of Thousand Islands

delightful trips among the islands. Tourists who plan their trip to include a stop-over at the Thousand Islands will remember with pleasure and satisfaction the time so spent.

The Grand Illumination of the islands occurs on Wednesday and Saturday evenings, when the entire region is transformed into a veritable fairyland which has to be seen to be appreciated.

The races of the American Power Boat Association, for the Gold Challenge Cup, are frequently held at Alexandria Bay. During this celebrated event some of the fastest motor boats in the world are seen on the river. This is the most popular aquatic sporting event held in America. Many other racing events are also held during the season.

All tourist tickets reading via the Company's steamers permit stop-over at the Thousand Islands, and passengers should take advantage of this opportunity to fully enjoy the beauty and charm of this scenic wonderland.

It is customary to include coupon for the Thousand Islands Ramble trip in through tickets from Buffalo and Niagara Falls to Montreal, reading via Canada Steamship Lines, without

any addition to the rate. For further particulars re ramble trip see page 28.

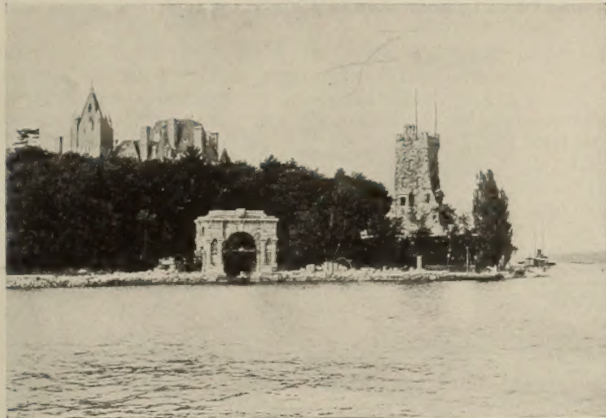
The first stop, after leaving Kingston, is **Clayton, N. Y.** Many anglers make Clayton their headquarters. It is also a terminus of the New York Central Railroad.

Thousand Island Park, N. Y., on Wellesley Island, with a summer population of 7,000, next comes in view. The park has ample accommodation for visitors, both at the Wellesley Hotel and at the excellent boarding houses.

On the mainland, three miles eastward, is St. Lawrence Park, and then in quick succession come Isle Royal, Seven Isles, Point Vivian, Jewell and Cherry Islands, Nobby, Welcome and Edgewood Park, all with beautiful summer homes.

Alexandria Bay, N. Y., with its fine summer hotels, is where the largest tourist travel centers, and where tourists may stop over and take the many delightful Ramble trips, which the Company's local steamers offer several times daily.

Alexandria Bay is one of the most popular as well as one of the most fashionable watering places in America. Thousands



Hart Island, Thousand Islands

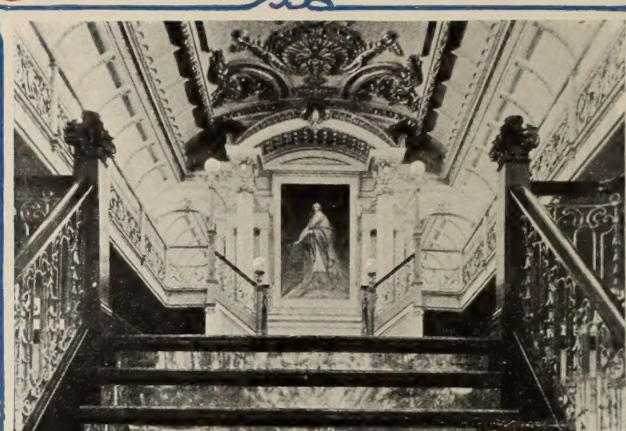


Shooting the Rapids

CANADA STEAMSHIP LINES LIMITED



An Exciting Moment—Shooting the Rapids



Interior View, Steamer "Montreal"

of people from all parts of the world visit it annually, attracted by the fame of its natural beauty, wholesome atmosphere, pleasant society and excellent fishing. The adjacent Islands are dotted with cottages in all sorts of picturesque surroundings, some showing from among the trees perched on rocky bluffs, others snugly perched on low-lying islands or nestling in beautiful coves along the mainland.

Opposite Alexandria Bay are Castle Rest, on Pullman Island, Isle Imperial and Hart Island; then come Bonny Castle, Sport Island, Summerland Group and Manhattan, and then gradually the channel widens and the islands become fewer as we approach

Brockville, Ont., a flourishing, picturesque city, noted for its beautiful residences, being one of the wealthiest towns in Canada. Connections with Canadian Pacific Railway for Ottawa, etc.; Grand Trunk Railway, east and west; Canadian Northern Railway for Charleston Lake and other fishing resorts.

Twelve miles farther east we stop at

Prescott, Ont. (Passengers Transfer Here.) At this point the lake steamers transfer passengers to the river steamers, to run the rapids, and westbound passengers transfer from river steamers to lake steamers. An earth fortification here is known as Fort Wellington. The stone lighthouse east of the town was formerly an old windmill, where the Battle of Windmill Point was fought in 1837. Opposite Prescott is

Ogdensburg, N. Y., a progressive city with fine water power, and a charming summer resort.

Rapids of the St. Lawrence. From the Thousand Islands to Montreal the entire trip is made by daylight on the Company's steamers, *running all the rapids*, and there is a constant succession of pleasing views and thrilling passages.

The Galops and the Rapids du Plat are the first and least exciting. Next to come are the **Long Sault Rapids**, perhaps the greatest of the remarkable Rapids of the St. Lawrence, extending some nine miles down stream and divided into main channels by beautifully wooded islands. The steamer with reduced speed is carried by sheer force of current through these seething Rapids at a speed of twenty miles an hour.

Cornwall, Ont. Here the center of the river ceases to be the boundary between Canada and the United States. For the next thirty miles the river widens into

Lake St. Francis. At the foot of the lake on the left is

Coteau Landing, Que., where the little white houses and the big church denote that we are now in French Canada. After passing the village we enter the

Coteau Rapids. The channel through this group of rapids is very tortuous, winding in and out amongst the islands, and crossing from bank to bank. Seven miles beyond are the

Cedar Rapids, considered by those familiar with the river to be the most beautiful of all the rapids. The large electric development plant at this point is of much interest. In a few minutes we are descending the

Split Rock Rapids, really the most difficult to navigate of them all, immediately after which come the

Cascade Rapids, with their white crests. The Soulanges Canal parallels the river on the north side, from Coteau to Cascade Point, and is a most interesting sight, being massively built of stone; operated and lighted by electricity. The river for the next twelve miles widens out, and is called Lake St. Louis, at the east end of which, on the north side, is the town of Lachine, and opposite is the village of the Caughnawaga Indians. We soon pass under the Lachine Railway bridge, and shortly afterwards are dashing through the

Lachine Rapids, the last of the chain. The channel through the Lachine Rapids is narrow and tortuous. It plunges the steamer among the breakers, and the headlong current carries her on towards the insidious rocks; sometimes hidden, sometimes exposed to view, with the dark suggestion of others couched unseen below the waters; deftly the steamer passes them by, within a few feet of their treacherous edges, through clouds of spray ascending from the churning abyss. A moment more the descent is completed and soon the steamer glides into the placid waters underneath Victoria Bridge to Montreal.

Passengers are transferred here to the Company's steamers for Quebec and the Saguenay, and we advise those who intend visiting Quebec and the Saguenay to make this transfer now, continuing their journey, stopping over at Montreal on their return.

Montreal, Que., population 750,000 (Ticket Office, 9 Victoria Square), the commercial metropolis of Canada, founded in 1642; named from Mount Royal, the mountain behind the city. The first church, Notre Dame de Bonsecours, was built in 1657. A visit to the Chateau de Ramezay, the Church of Notre Dame,

CANADA STEAMSHIP LINES LIMITED

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Sectional Map, Rapids Division

St. James Cathedral (on the plan of St. Peter's at Rome), Mount Royal Park, and many other places, will be found interesting. Historic spots in the older portions of the city are marked by marble tablets. Montreal is the headquarters for ocean shipping, and is the principal financial and business center of Canada, and one of the wealthiest cities of its size in America. Its universities, hospitals and public buildings are architecturally beautiful and imposing. The entire city has an appearance of wealth and solidity.

The Company's palatial steamers between Montreal and Quebec are exceptionally commodious, with staterooms of the most improved type, including parlor rooms, with bath-room attached. They leave Montreal at 7 p. m., and dinner is served in observation dining rooms. The cool breezes of the river, the tranquil scenery, as Longueuil, Boucherville, Varennes and Vercheres are passed in rapid succession, make this portion of the trip very enjoyable.

Sorel, at the mouth of the Richelieu River, the northern outlet from Lake Champlain, is the first stop. For the next thirty miles the river widens out into Lake St. Peter, and at the foot of the lake a stop is made at

Three Rivers, near the delta of the St. Maurice River. It was the third of the French settlements, having been founded in 1618, the first two being Tadousac and Quebec, and the fourth Montreal. It is at the head of tidewater on the St. Lawrence.

Levis, opposite Quebec, is a city whose fortifications are only second to those of Quebec.

Quebec, capital of the province. In 1535 Jacques Cartier sailed from France to discover a new way to the Indies. He sailed up the magnificent river and called it the St. Lawrence, anchoring at a little tributary which he called St. Croix. After visiting Hochelaga (Montreal) he wintered there, returning to France the following spring. In 1608 Samuel de Champlain planted the fleur-de-lis of France on the heights of Quebec, and became the real founder of New France. In 1629 Quebec fell into the hands of the British, but with the rest of the country was restored to the French in 1632. In 1690 the British again attacked it and failed, but in 1759 were successful under Wolfe, when he and the French General, Montcalm, fell in the battle of the Plains of Abraham. The whole of Canada then passed into the hands of the British. Quebec is the principal military station in Canada, and, next to Gibraltar, the strongest fortified



Montreal, from the Mountain



St. Louis Gate, Quebec

CANADA STEAMSHIP LINES LIMITED

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S. S. "Montreal" (Montreal-Quebec Division)

position in British territory. A walled fortification, with gates, surrounds the old city; the fortifications and best residence portion, or "Upper Town," are on the high land, and the business part and the older portion of the city are at the base of the cliff, on the St. Lawrence, around the point and along the bank of the St. Charles. The citadel is on the highest point, facing the St. Lawrence, 340 feet above the river, and a wall from the citadel runs along the top of the promontory to a point near the roadway, between upper and lower town. Inside of this is the famous public promenade, known as Dufferin Terrace, and at the east end of this terrace is the splendid hotel, the "Chateau Frontenac," a noble adjunct even to so grand a spot. In all its phases; in the approach by the river from the west; in the departure going east; from the citadel, the terrace or from the chateau; looking down on the houses and ships and water beneath, and across to Levis, and out on the winding river toward the sea; in the narrow, precipitous stairs and streets, and queer old crannies built against the cliff; in its history and people; its old-time battlements, walls and gates—there is nothing to surpass quaint old Quebec in the old world or new. The visitor to Quebec should visit the Falls of Montmorency, seven miles east

of the city, also the famous shrine of St. Anne de Beaupre (twenty miles east, reached by electric railway), where over 150,000 pilgrims annually pay their devotions.

Those who intend visiting the Saguenay steamer, immediately on arrival at Quebec, stopping over at Quebec on the return; this will save time and transfer. The Saguenay steamers leave at 8:00 a.m. See schedule Quebec-Saguenay service.

After passing the southern shore of the Isle of Orleans, our steamer follows the north shore of the river. The scenery is majestic and charming beyond description. The mountainous capes and bold banks of the river delight the eye with every shade and blend of color, whilst the health-restoring odors from the pine, spruce and cedar impregnate the salt air with their wholesome fragrance. All along this route are scenes of beauty and grandeur, which are missed by the tourist unless the round trip is made by steamer from Quebec.

Mount Ste. Anne, 2,700 feet in height, with the world-famed shrine nestling at its foot, is seen in passing the east end of the Isle of Orleans, and a short distance beyond is Cape Tourmente,



Citadel and Chateau Frontenac, Quebec

CANADA STEAMSHIP LINES LIMITED

C.S.L.



Sectional Map, Montreal to Mouth of the Saguenay

2,000 feet in height. Here salt water begins, and the river widens until it assumes the proportions of an inland sea. Burnt Cape, Cape Rouge and Cape Gribauve—2,200 feet in height—are passed; then comes Cape Maitland, and five miles below our steamer calls at the beautiful mountain-enclosed

Baie St. Paul, sentineled on the west by Cape Labaie and on the east by Cape Corbeau. The second port of call after leaving Quebec is at

Les Eboulements, picturesquely situated high up on the side of Mount Eboulements, which looms 2,700 feet above the river, and after calling at this port the steamer proceeds past beautiful bays and mountain capes towards another Lower St. Lawrence beauty spot,

St. Irene, a charming and healthful resort, possessing a number of fine summer homes and an attractive hotel near the wharf.

Murray Bay, the most popular watering place on the Lower St. Lawrence, where the Company operates its splendid "Manoir Richelieu," the largest and best-equipped summer hotel in

Canada. Golf, fishing, sailing, and all the popular amusements may be enjoyed, and the drives are numerous and charming. Murray Bay is especially noted for its bracing and health-restoring atmosphere, the climate being a combination of mountain and sea air and is the summer home of many prominent Americans, including Ex-President Taft, whose cottage is but a short walk from the steamer landing.

A magnificent swimming pool has been built at the hotel into which is pumped water from the St. Lawrence, as salt as the ocean itself. The salt water is pumped through heaters, which raises its temperature to between sixty and seventy degrees. The cuisine and service of the hotel is maintained up to the highest standard of excellence. There is an excellent orchestra in attendance during the season. Visitors who make the Manoir Richelieu their stopping-place will certainly enjoy a delightful outing. The golf links, tennis courts and bowling alleys are equal to any in Canada.

Cap a l'Aigle, six miles farther down, is another charming summer resort which boasts of a large summer colony of people who occupy cottages, as at all Lower St. Lawrence resorts summer

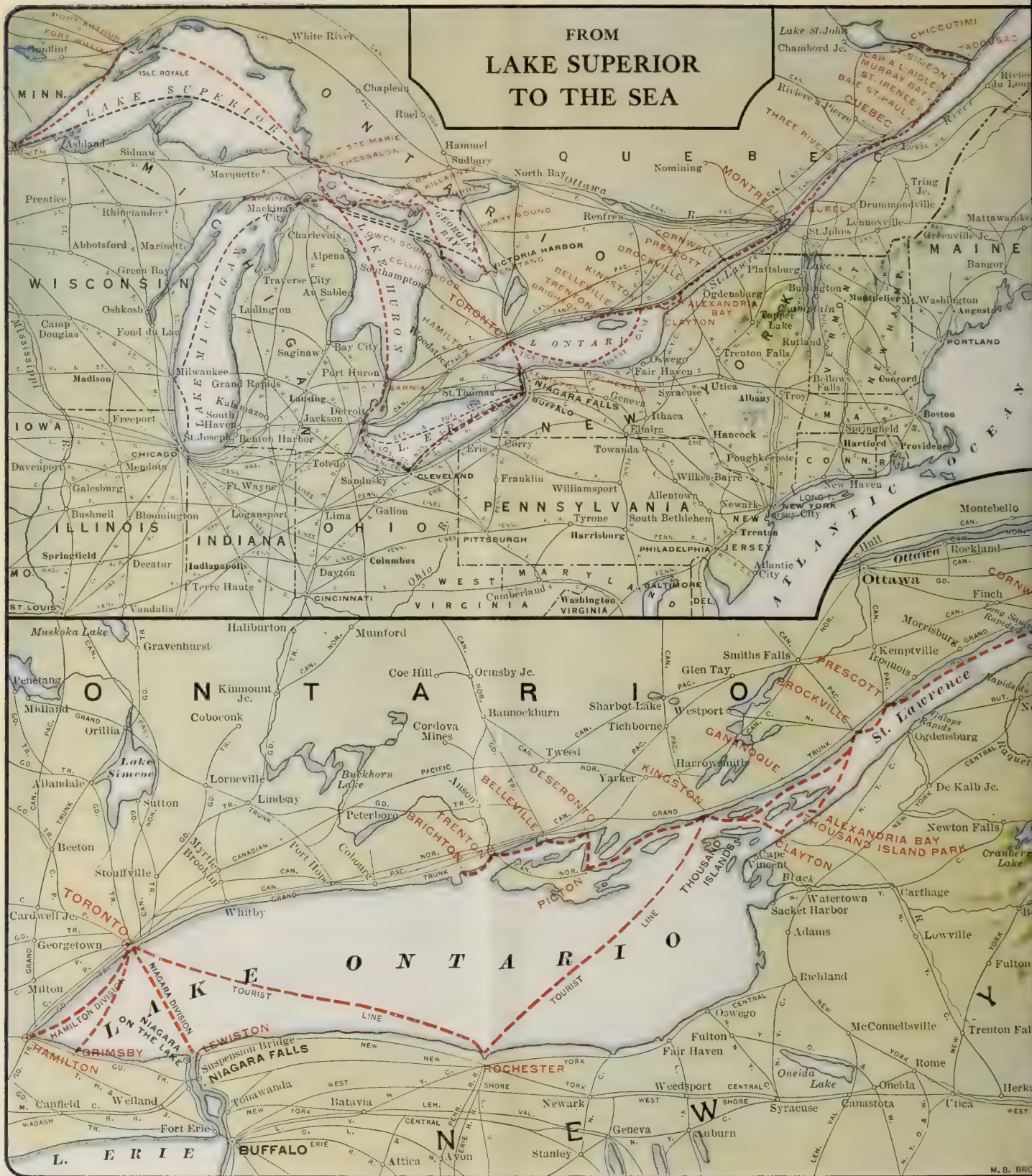


Swimming Pool, Manoir Richelieu, Murray Bay, Quebec



Golf Links, Murray Bay, Quebec

FROM
LAKE SUPERIOR
TO THE SEA



CANADA STEAMSHIP LINES LIMITED



Canada Steamship Lines' Hotel Manoir Richelieu, Murray Bay, Quebec

cottages may be rented or board obtained at very reasonable figures.

One of the remarkable features of the Lower St. Lawrence is its gorgeously beautiful sunsets, which tint the evening sky with a halo of burnished gold for some time after the sun has passed below the watery horizon.

Some miles below Cap a l'Aigle the Pilgrims are seen. They consist of a remarkable group of rocks, which are visible at a great distance, "the mirage" seeming constantly to dwell about them.

St. Simeon is the next port of call. A quaint, picturesque village, near which are many mountain lakes, well stocked with speckled trout.

Located at the mouth of the Saguenay River is the village of

Tadoussac. It was the first settlement made by the French. The grandeur of the scenery is a continual source of enjoyment. The atmosphere is especially bracing, and hay fever is unknown. After a couple of hours' stop the steamer proceeds quietly up the Saguenay River during the night, the return trip being made by daylight.

Tadoussac Hotel. Tadoussac is one of the most picturesquely situated villages on the Lower St. Lawrence, and here the Company maintains another attractive summer hotel, which possesses golf links, tennis lawns, bowling alleys, lawn bowls, etc., and is particularly attractive as a family resort. Salmon and trout fishing may be enjoyed in the immediate neighborhood and reliable guides are always obtainable. The Company has five lakes, six miles by road, from Tadoussac, where splendid trout fishing may be had, and a camp for the exclusive use of guests of the hotel. The trip may be made with ease and comfort.

Chicoutimi is the head of navigation on the Saguenay. The Chicoutimi River here joins the Saguenay. From Lake Kenogami, seventeen miles from Chicoutimi, this river falls 486 feet.

Charmingly situated on a hill, Chicoutimi seems to form a little world of its own. Its name seems to be singularly appropriate, meaning in Montagnais dialect, "Up to here it is deep." Chicoutimi was one of the earliest Jesuit missions, and a great fur-trading center.



Canada Steamship Lines' Hotel Tadoussac, at the Mouth of the Saguenay

CANADA STEAMSHIP LINES LIMITED

C.S.L.



Sectional Map, Saguenay River

Roberval. Tourists who wish to reach Lake St. John, sixty miles distant, may go via rail from Chicoutimi.

Good fishing is to be had on the rivers and lakes of the Lake St. John region.

The Saguenay River. Arrival and departure in the morning at Chicoutimi varies with the tide. About an hour's stop is made here, after which the steamer makes her start for a daylight trip down the dark and mysterious river. Soon the steamer rounds Cape West and enters Ha! Ha! Bay, at the head of which is

St. Alphonse or Bagotville, an hour's run from Chicoutimi and the terminus of the new steamer "Saguenay"—a little village at the edge of civilization in the north.

After St. Alphonse settlement ceases, then, as the panorama gradually unfolds itself, the great river continues to grow more solemn and awe inspiring, until the climax is reached at

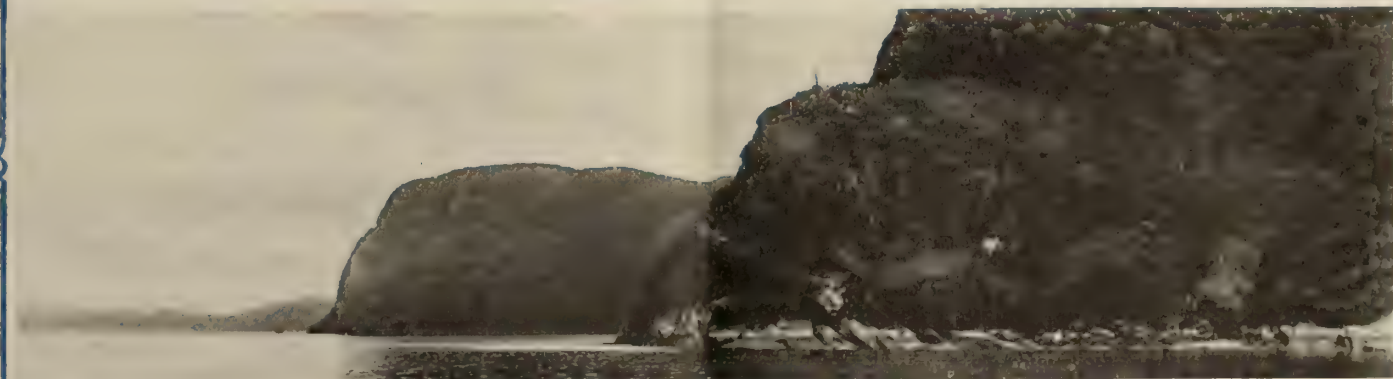
Capes Trinity and Eternity, about midway between Chicoutimi and Tadousac. They are on the south side, and 1,800 feet in height, and face one another with a small bay intervening. Trinity is the more westerly of the two, and, while one mountain, it has three elevations, as seen from the Saguenay,

hence its name, and as you gaze up its unbroken steep, it appears as if it might fall over and crush the steamer. From the capes to Tadousac the scenery is of the grandest possible description.

The entrance to the Saguenay is guarded on the west by Point aux Bouleaux and on the eastern side by Point aux Vache. We land at Tadousac, and the trip through this mighty cataclysm of nature is over. Its stupendous depths of a mile and a half in places indicates no ordinary channel—rather a great rift, the result of glacial action, which the waters were compelled to fill before they could find further vent. Time is given at Tadousac for a visit to the Government salmon hatcheries. On the following morning the tourist is again at Quebec with the day ahead of him before taking the steamer in the evening for Montreal or other points.

Steamers "Montreal" and "Quebec." The Company has built these steamers to run between Montreal and Quebec. They are not excelled by any steamers on inland waters in luxury and up-to-date conveniences and comforts.

Passengers' Mail. Passengers having mail addressed in care of the Company's Offices should apply for same at the wharf offices at Toronto, Alexandria Bay, Montreal, Quebec. All mail should show return address on envelope.



Capes Trinity and Eternity, "Higher than Gibraltar"

CANADA STEAMSHIP LINES LIMITED

C.S.L.



Gorge Car Passing Whirlpool Rapids en route to Lewiston



Yacht "Ramona" making the Fifty Mile Ramble

NIAGARA RIVER DIVISION

Buffalo—Niagara—Toronto

The Niagara Navigation fleet consists of large, fast, lake observation steamers, making, at the height of the season, six round trips on week days and four trips on Sundays between Lewiston, N. Y., and Toronto, Ont., via the lower Niagara River and Lake Ontario, calling at Queenston, Ont., and Niagara-on-the-Lake. The trip occupies about two hours and a half.

This route forms not only a popular trip for tourists, but is also an old-established and important link for regular travel between Buffalo, Niagara Falls and Toronto. Trains of the New York Central Railroad run from Buffalo and Niagara Falls to Lewiston, N. Y., connecting with all steamers. Electric cars of the world-famed Niagara Gorge Railway "The Great Gorge Route" maintain a fifteen-minute service between Niagara Falls and Lewiston.

The International Railway operates electric cars between Buffalo and Niagara Falls, and along the picturesque Canadian cliff from Niagara Falls to Queenston. The Michigan Central Railway trains connect with steamers at Niagara-on-the-Lake, making fast time to and from Buffalo, via Niagara Falls.

Each of these four routes has distinctive charms, and any one of them will reveal the unrivalled scenery of the Niagara region.

A visit to Niagara Falls is incomplete without the trip to Toronto, Canada. A day cannot be more enjoyably spent than by taking the boat at Lewiston or Queenston for a seven-mile sail down the Niagara River and a thirty-five-mile run across Lake Ontario to Toronto, one of the largest and most interesting cities in the Dominion.

Toronto—Hamilton Division. Steamers in operation during entire season of navigation.

THOUSAND ISLAND DIVISION

Steamers "Thousand Islander," "America," "Ramona," and "St. Lawrence"

For the morning or afternoon "FIFTY MILE RAMBLE," fare, \$1.00.

For the evening, the World-Renowned Electric Searchlight Excursion, fare, 75 cents.

These are trips never to be forgotten. Over 1,300 islands are actually to be seen and passed within a stone's throw, as the steamer, specially built for this purpose, winds in and out among these gems of the river, and glides swiftly and smoothly into the narrow channels, past marvelous beauties of nature and art, and through mazes wild and picturesque.

The Special Club Ramble Trip, on the Steamer "Ramona," especially designed for navigating the narrowest channels, is made in the morning and afternoon on week days, and in the afternoon on Sundays.

These delightful trips may be taken by tourists from the ports of Alexandria Bay, Thousand Island Park or Clayton.

Service to commence June 24th.

An Excursion to Kingston is made several times weekly by the Steamer "Thousand Islander"

Kingston, the oldest city in the Dominion, and the largest community in the Thousand Island region, is well worth a visit on account of its charming location, and its many points of historic interest.

CANADA STEAMSHIP LINES LIMITED



S. S. "Syracuse" Shooting the Rapids



"A Caleche Drive in Quaint Old Quebec"

HAMILTON TORONTO ROCHESTER

Through Service to the Saguenay Special Extra Feature—Season 1917

In order to meet the growing demand for a through service without change from Niagara to the Sea, the company has decided to inaugurate a weekly service from Hamilton, Toronto and Rochester to the Saguenay and return, commencing Saturday, July 7th.

The new de luxe steamer "SYRACUSE" will be placed on the route and will provide one of the most attractive weekly cruises on the continent.

The cruise will embrace a trip through the Thousand Islands (both ways by daylight); the exciting descent of the Rapids; Montreal, Quebec, Murray Bay, Tadousac and Capes Trinity and Eternity on the famous Saguenay River.

The S. S. "SYRACUSE" is especially adapted for this cruise and will perform service on the following schedule:

WEEKLY SCHEDULE COMMENCING SATURDAY, JUNE 30th

EASTBOUND

Saturday Lv. Hamilton . 10.00 a.m.	Sunday Lv. Montreal . 9.00 p.m.
Saturday Lv. Toronto . . 1.30 p.m.	Monday Ar. Quebec . . . 7.00 a.m.
Saturday *Ar. Rochester . 8.30 p.m.	Monday Lv. Quebec . . . 3.00 p.m.
Saturday *Lv. Rochester . 9.00 p.m.	Monday Ar. Tadousac . 11.45 p.m.
Sunday Lv. Cornwall . 12.30 noon	Tuesday Ar. Trinity Bay . 7.30 a.m.
Sunday Ar. Montreal . . 8.00 p.m.	

WESTBOUND

Tuesday . . . Lv. Trinity Bay . 8.00 a.m.	Wednesday Lv. Montreal . 3.00 p.m.
Tuesday . . . Ar. Tadousac . 10.00 a.m.	Thursday . . . Lv. Prescott . 9.00 a.m.
Tuesday . . . Lv. Tadousac . 11.00 a.m.	Thursday *Ar. Rochester . 9.45 p.m.
Tuesday . . . Ar. Murray Bay . 2.00 p.m.	Thursday *Lv. Rochester . 10.00 p.m.
Tuesday . . . Lv. Murray Bay . 3.30 p.m.	Friday . . . Ar. Toronto . . 6.00 a.m.
Tuesday . . . Ar. Quebec . . . 9.30 p.m.	Friday . . . Lv. Toronto . . 8.00 a.m.
Tuesday . . . Lv. Quebec . . . 10.00 p.m.	Friday . . . Ar. Hamilton . 11.00 a.m.
Wednesday Ar. Montreal . 10.30 a.m.	*Charlotte Terminal

FARES

Hamilton and Toronto to the Saguenay and return	\$60.00
Charlotte to the Saguenay and return	57.00

A limited number of passengers will be taken each sailing for the trip as far as Quebec, passengers remaining over there until return of the steamer from the Saguenay River, for which the fares will be as follows:

FARES

Hamilton and Toronto to Quebec and return	\$46.00
Charlotte to Quebec and return	42.00

The above fares include meals and berth for the entire trip. Parlor Rooms with private bath \$15.00 extra to the Saguenay and return. \$10.00 extra to Quebec and return.

SPECIAL TOURS

Special round-trip excursion tickets with limit of 60 days including meals and berths on steamers, are on sale at the Company's offices at Buffalo, Rochester, Niagara Falls, Toronto, Alexandria Bay, N. Y., Montreal and Quebec, at following rates:

Toronto to Alexandria Bay and return	\$15.00
Toronto to Montreal and return	27.00
Toronto to Quebec and return	38.00
Toronto to Chicoutimi and return	54.00
Rochester to Prescott and return	12.00
Rochester to Montreal and return	25.00
Rochester to Quebec and return	36.00
Rochester to Chicoutimi and return	52.00
Thousand Island Points to Montreal and return	15.00
Thousand Island Points to Quebec and return	26.00
Thousand Island Points to Chicoutimi	42.50
Montreal to Chicoutimi and return	27.00
Quebec to Chicoutimi and return	16.00

Distances from Toronto to Quebec, and Quebec to Chicoutimi

	Miles		Miles
Toronto to Rochester	93	Eboulements to St. Irene	12.8
Rochester to Kingston	86	St. Irene to Murray Bay	4.6
Kingston to Clayton	21	Murray Bay to Cap a l'Aigle	3.5
Clayton to Frontenac	1 75	Cap a l'Aigle to St. Simeon	17.5
Frontenac to Alexandria Bay	9	St. Simeon to Tadousac	38.8
Alexandria Bay to Brockville	22	Tadousac to St. Jean	18.7
Brockville to Prescott	12	St. Jean to Ha! Ha! Bay	30.4
Prescott to Cornwall	50 25	Ha! Ha! Bay to Chicoutimi	18.7
Cornwall to Montreal	75		
Montreal to Quebec	180		
Quebec to Baie St. Paul	63.1	Total distance Toronto to Chicoutimi	762.7
Baie St. Paul to Eboulements	4.6		

BY-WATER MAGAZINE

The Company issues monthly a handsome publication called the By-Water Magazine. This magazine contains, among other features, beautiful illustrations, interesting travel stories, entertaining fiction and articles written by prominent men on current events. Copy of magazine will be forwarded on request.

CANADA STEAMSHIP LINES LIMITED



Basilica, Ste. Anne de Beaupré

STE. ANNE DE BEAUPRÉ

No visit to Quebec is complete without a pilgrimage to the famous wonder-working shrine of Ste. Anne de Beaupré. The shrine is said to have been founded in the early years of the 16th century by a crew of Breton sailors who had been buffeted about unmercifully by a terrific tempest on the broad bosom of the St. Lawrence, and when all hope seemingly had fled they vowed to build a shrine in honor of the patron saint of their dear Brittany, Ste. Anne d'Auray, should she guide them safely through the storm. They landed at last and on the spot where now stands the beautiful basilica, they built their little chapel and founded the place now known as "La Bonne Sainte Anne de Beaupré." Portions of the remains of Ste. Anne were brought many years later to the chapel they founded. The miraculous cures began in 1867, while a larger chapel was being built there. The present basilica is a magnificent building and presents a wonderful sight in this tiny old village, just where the St. Lawrence first spreads out into mighty width. The church is filled with gifts lavished upon it during more than two centuries by Catholics from all parts of the world, among the most valuable being a chasuble made by Anne of Austria, Queen of Louis XIII, and given by her to the shrine as a thank-offering for the birth of Louis XIV. A credited miracle-working shrine in America and in the twentieth century is marvel enough in itself. And even the unbeliever can scarcely enter the beautiful interior without a catch of the breath. The exquisite white marble altar—the music, the incense, the throng of devout worshippers, the central statue of Ste. Anne—and, at the doors, the grotesque pyramids of crutches—all combine to hush the sight-seer into dumb wonder. Perhaps a company of soldiers have come on a pilgrimage, and, standing before the altar, do homage to the saint while the martial music of their band mingles strangely with the solemn notes of the organ. Beyond the basilica, there is the Santa Scala, or sacred stairway, to be visited, which the devout ascend upon their knees. It is all extremely impressive and out of the ordinary, and the traveler carries away a bewildered impression of having been living in a dream.

The steamers of the Company offer the best routes for pilgrims and tourists who desire to visit this remarkable shrine, combining the wonderful scenic attractions from Niagara to the Sea with a healthful and invigorating vacation.



Fishing at the Company's Lakes at Tadoussac

TRANSPORTATION OF AUTOMOBILES

The Canada Steamship Lines offer the motorist several fine trips which save considerable mileage, as well as adding to their trip scenery that would be impossible to see from the highway. The most popular trip is between Toronto and Lewiston, N. Y., which saves the motorist around 200 miles between Buffalo, Niagara Falls and Toronto. This route is growing more popular each season with Toronto and Buffalo motorists. Going further east we have the Kingston-Cape Vincent route which gives splendid service to all motorists in the vicinity of Rochester and Syracuse on the American side and Kingston and Belleville on the Canadian side. The Montreal-Quebec service is also brought to the attention of motorists as it enables car owners to cover all the interesting points in either city between the arriving and departing time of the steamers. The tariff of rates to cover all divisions is given below and covers the cost of an ordinary sized car. The tariff is according to wheel base.

RULES GOVERNING AUTOMOBILES THE PROPERTY OF AMERICAN TOURISTS VISITING CANADA

The owner on leaving the United States should secure from the American Customs a permit for re-entry of the car to the United States. On arrival at the first port of entry into Canada the owner will receive from the Canadian Customs a permit to keep the car in Canada for a stated period. This permit must be handed to the Canadian Customs at port of export with the permit for re-entry to the United States.

AUTOMOBILES

Are carried on this Company's steamers subject to the following conditions:

Maximum Rates shown hereunder for 115 inches wheel base or over, smaller cars proportionately lower rates.

Notification of shipment should be given in advance on account of limited space on steamers.

Shipment from points west of Prescott to points east thereof will be accepted as far as Prescott only, with the understanding that the Company will forward shipment to final destination if conditions make it possible to do so.

RATES BETWEEN PRINCIPAL TOURIST POINTS

Toronto and Charlotte....	\$12.00	Prescott and Montreal	\$14.00
Toronto and Kingston.....	16.00	Kingston and Montreal.....	16.00
Toronto and Thousand Islands	17.00	Montreal and Alexandria Bay	16.00
Toronto and Prescott.....	17.00	Lewiston to Kingston.....	18.50
Toronto and Montreal.....	20.00	Lewiston to Prescott.....	22.00
Charlotte and Prescott.....	15.00	Lewiston to Montreal.....	25.00
Charlotte and Montreal.....	20.00	Niagara Points and Toronto..	8.00

MOTOR CYCLES

The Company gives particular attention to the carriage of motor cycles, and tariffs have been issued to cover same with a minimum charge. Machines with passenger attachments require a small extra charge.

Owners of motor cycles travelling between American and Canadian ports or vice versa will make same arrangements with Customs as automobile owners.

CANADA STEAMSHIP LINES LIMITED



S. S. "Noronic" (Queen of the Great Lakes)



The S. S. "Bermudian" arriving Bermuda

LAKE HURON - LAKE SUPERIOR

Thrice-Weekly Service

Steamers

"Noronic," "Hamonic," "Huronic"

The ideal six-day "Fresh Water Sea Voyage" with all the pleasures and comforts of ocean travel, with the added interest of visits to beautiful falls, hotel dinners, boulevard drives, etc., en route.

Fast passenger and freight service between Sarina, Ont. (also Windsor and Detroit), Sault Ste. Marie, Port Arthur, Fort William and Duluth.

THIRTY THOUSAND ISLANDS

Daily Service

Steamer "Waubic"

A day's trip unlike any other in the world.

A swift, safe passage with everchanging views in and out among the countless rock-bound and green-clad isles of this fresh water archipelago.

Between Penetang and Parry Sound, with stops at Honey Harbor, Minnecog, Go-Home Bay, Wawahtaysee and other points.

For tickets and Information, etc., apply to any ticket office, or Northern Nav. Co., Ltd., Sarnia, Ont.

QUEBEC STEAMSHIP DIVISION

NEW YORK AND BERMUDA MAIL LINE

BERMUDA

"Restful Isles of Summer Enchantment"

No finer resort in the world either for summer or winter sojourn. An ocean voyage under the most favorable conditions to the land of the feathery palms and cedars—of romance and recreation, with unequalled opportunities for social and outdoor activities.

S. S. "Bermudian," 10,500 tons displacement, sails every ten days during the summer months and more frequently if circumstances desire. Special excursion rates from May to December.

NEW YORK AND WINDWARD ISLANDS

Round-trip voyage occupies thirty days, twenty of which are spent cruising around in the beautiful Caribbean Sea, visiting one lovely island after the other in the West Indies group. The winter is the ideal time for this trip, when the weather is like a beautiful June day in Canada and the tropical foliage and flowers are at their best. Fortnightly sailings from New York during the winter season. Write for booklet giving details of Bermuda and West Indies cruises.

NEW YORK CITY OFFICE

32 BROADWAY



CANADA STEAMSHIP LINES LIMITED



LIST OF OFFICIALS

JAMES CARRUTHERS, President, Montreal, Can.
J. W. NORCROSS, Vice-President and Managing Director, Montreal, Can.
W. E. BURKE, Assistant Manager, Toronto, Can.
F. PERCY SMITH, Assistant to President and Secretary, Montreal, Can.
F. S. ISARD, Comptroller, Montreal, Can.
J. I. HOBSON, Treasurer, Montreal, Can.
H. W. COWAN, Operating Manager, Montreal, Can.
J. W. GRENIER, Mechanical Superintendent, Montreal, Can.
M. CUSSEN, Assistant to Comptroller.
THOS. HENRY, Superintendent of Commissary, Montreal, Can.
PETER PATON, Purchasing Agent, Montreal, Can.
J. T. BRENNAN, Auditor Passenger Receipts, Montreal, Can.

GENERAL INFORMATION

Lost Tickets. As the company is not responsible for lost tickets, every precaution should be taken for their security.

Lost Property. All articles left on board steamers by passengers are sent to the Passenger Department, at Toronto and Montreal, of the respective divisions, where they may be recovered by owners on application.

Stop-over Checks will be granted, on application to Purser, to holders of unlimited first-class tickets. East of Quebec stop-over checks are given for berths, but accommodation on succeeding steamers is not guaranteed.

Children under five years, accompanied, free; children over five years and under twelve, half fare; over twelve, full fare.

Baggage may be checked through to all points on the line, and at Toronto, Montreal, Quebec and Murray Bay customs officers are in attendance to inspect baggage. Baggage liability is limited to wearing apparel not to exceed one hundred (\$100) dollars in value for a whole ticket, and fifty (\$50) dollars for a half ticket, unless a greater value is declared by the owner, and excess charges paid thereon at the time of taking passage. Passengers having baggage checked from a point in the United States through Canada to another point in the United States, should have same corded and sealed by the U. S. Customs officer before leaving the U. S. so as to avoid customs examination. Baggage required for use in Canada should not be corded and sealed, but if checked from a point in the United States to a local point in Canada, it will require to be examined at one of the above ports of entry.

Passengers' Mail. Passengers having mail addressed in care of the Company's Offices should apply for same at the wharf offices at Toronto, Alexandria Bay, Montreal, Quebec. All mail should show return address on envelope.

SPECIAL NOTICE.—Steamers of Canadian Register of the Canada S. S. Lines Limited may not carry passengers from one port in New York State to another port in same State, nor will stop-over be permitted at two United States ports in succession.

SPECIAL TOURS

Special round-trip excursion tickets, including meals and berth, are on sale at Company's offices at Buffalo, Niagara Falls, Rochester and Alexandria Bay, N. Y., and Toronto, Montreal, Quebec, Canada. For details write agents of the Company at above points.

PASSPORTS NOT REQUIRED

The Immigration Department of the Dominion of Canada has authorized the announcement that its officers are in no way interfering with bona fide tourists, so that American tourists desirous of visiting Canada, or passing through en route to other places, will be accorded the same courteous treatment as heretofore, and **PASSPORTS ARE NOT REQUIRED.**

RESERVATIONS

Do not use telegraph or telephone for stateroom reservations unless it absolutely necessary to do so. Where sufficient time permits, all requests for stateroom reservations must be accompanied by certified check or money order, payment for same. Full particulars as to cost of berths or whole staterooms on following page.

Freight and Passenger Department

L. A. W. DOHERTY, General Traffic Manager, Montreal, Can.
JOHN F. PIERCE, Assistant Traffic Manager, Montreal, Can.
PERCY GRANT, Assistant Traffic Manager, Hamilton, Can.
JOHN V. FOY, General Passenger Agent, Toronto, Can.
W. F. CLONEY, General Agent, 60 Clinton Ave., South, Rochester, N. Y.
J. W. CANVIN, General Agent, 32 Broadway, New York, N. Y.
JOS. M. SHEA, General Agent, Old South Bldg., Boston, Mass.
A. C. SHERIDAN, General Agent, 18 E. Swan St., Buffalo, N. Y.
M. P. CONNOLLY, General Agent, Quebec, Can.
GEO. S. MEAGHER, General Agent, Clayton, N. Y.
M. E. PARKS, General Agent, Kingston, Can.
H. B. BROWNELL, General Agent, Winnipeg, Can.
HARRY W. CRAWFORD, General Agent, Rockefeller Building, Cleveland, Ohio.
C. C. BONTER, General Baggage Agent, Montreal, Can.

STATEROOMS

Prices of Staterooms—Between Toronto, Rochester and Prescott: Inside rooms, \$2.00; berths, \$1.00 and \$1.25; outside rooms, \$3.00; berths, \$1.50 and \$2.00; parlor rooms, \$6.00; with bathroom, \$7.00.

Between Prescott and Montreal (day boat): Staterooms, Inside rooms, \$2.00; Outside rooms, \$3.00.

Between Montreal and Quebec: Inside rooms, \$2.00; outside rooms, \$3.00; parlor rooms, \$6.00; with bathroom, \$7.00.

Saguenay Division: Inside rooms for round trip, \$5.00; berths, \$2.50; outside rooms for round trip, \$6.00; berths, \$3.00; parlor rooms, \$8.00.

Application for staterooms from Toronto should be made to F. J. Graham, City Passenger Agent, 46 Yonge St., Toronto, Ont.

For staterooms from Rochester, applications should be addressed to W. F. Cloney, General Agent, 60 Clinton Avenue, South, Rochester, N. Y.

For staterooms from Thousand Island points apply to Cornwall Bros., Alexandria Bay, N. Y.

For staterooms from Montreal to Quebec and the Saguenay, and from Montreal westbound to Toronto, address D. Olivier, City Passenger Agent, 9 Victoria Square, Montreal, P. Q.

For staterooms from Quebec to Montreal, or from Quebec to the Saguenay, address M. P. Connolly, General Agent, Quebec, P. Q.

Ticket Agents in Cleveland and west thereof may secure stateroom reservations direct from Harry W. Crawford, General Agent, Rockefeller Building, Cleveland, Ohio.

No refunds allowed on stateroom tickets. Passengers should claim stateroom reserved before steamer sails.

If any disagreement with Purser regarding tickets, privileges, etc., passengers should pay Purser's claim, obtain receipt and refer to Assistant Traffic Manager, Montreal.

During July and August rooms on all steamers must accommodate at least two persons. Each stateroom is arranged for two or three persons, therefore in requesting reservation, it is important to state whether the accommodation desired is for a lady, gentleman, or family, so that passengers may be properly located.

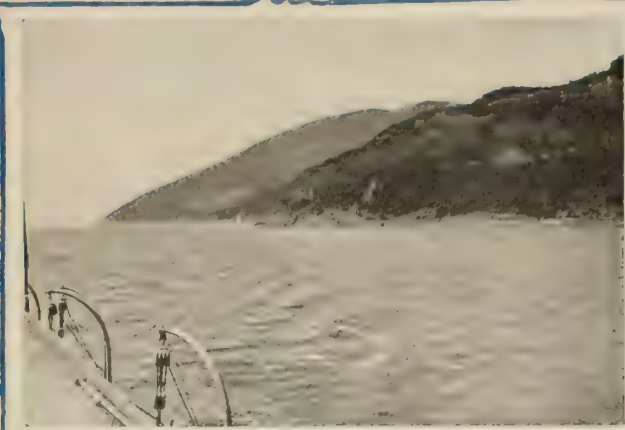
Hotels: Manoir Richelieu, Murray Bay, P. Q.; Hotel Tadousac, Tadousac, P. Q., owned and operated by the Company.

CANADA STEAMSHIP LINES LIMITED

C.S.L.



S. S. "Saguenay" (Montreal-Saguenay direct service)



Passing Cape Tourmente

THE ST. LAWRENCE AND ITS ENVIRONS

Some Questions and Answers

Q.—Where may tickets and reservations be obtained in addition to the company's own offices.

A.—From the principal ticket and tourist agents throughout the United States and Canada.

Q.—What is the length of the St. Lawrence?

A.—Including the Gulf, the St. Lawrence is 940 miles in length.

Q.—Where does it commence and end?

A.—It has its source from about ten miles above Kingston, Ont., at Simcoe Island and the river proper ends at Point de Monts, P. Q., the Gulf extending to Newfoundland.

Q.—What is the condition of its waters?

A.—From its source to the Island of Orleans, just below Quebec, its waters are fresh, but about ten miles below the Island it becomes salt.

Q.—How many rapids are there?

A.—There are nine navigable rapids with a total descent of some 200 feet.

Q.—How do the steamers which shoot these rapids return?

A.—By an elaborate system of canals, the lock gates of which are operated by electricity and water power, and besides taking care of these steamers, permit freighters of fourteen-foot draft and 260 feet in length to navigate between the points encompassed by the rapids.

Q.—How many canals are required for this purpose and their names?

A.—There are six in all, viz.: Lachine, Soulanges, Cornwall, Farran's Point, Morrisburg and Edwardsburg; the longest of these being the Lachine, Soulanges and Cornwall, respectively 9, 14 and 11 miles long.

Q.—When does navigation open and close on the St. Lawrence?

A.—Navigation usually opens between 15th and 25th of April and closes about the end of November.

Q.—What size ships navigate the St. Lawrence?

A.—Those of the largest tonnage may navigate up the St. Lawrence as far as Quebec and at present steamships of 15,000 tons are plying from the Atlantic to Montreal.

Q.—How is the channel lighted?

A.—By a system of gas buoys and range lights, which so illuminate the river between Quebec and Montreal that ocean steamers may run by night as well as by day.

Q.—How many bridges span the St. Lawrence?

A.—There are four, viz.: N. Y. & O. Ry. bridge, above Cornwall, Ont.; Grand Trunk Railway bridge at Coteau, P. Q.; the Canadian Pacific Railway bridge above Lachine, and the famous Victoria bridge at Montreal. Another will be added to these on the completion of the Quebec bridge now building above Quebec.

Q.—Who was the first explorer to navigate the St. Lawrence?

A.—Jacques Cartier, in the year 1535.

Q.—Where did he first land?

A.—At Tadoussac, the junction of the St. Lawrence and Saguenay rivers, where later the first trading post in Canada came into existence.

Q.—By whom were the cities of Quebec and Montreal founded and in what years?

A.—Quebec, by Samuel de Champlain, in 1608; Montreal, by Paul de Chomedey, Sieur de Maisonneuve, in 1642.

Q.—What is the chief commercial asset of the River St. Lawrence?

A.—The fact that it has a terminal for ocean-plying steamers, over 1,000 miles inland from the Atlantic Seaboard.

Q.—How did the Lachine Rapids obtain the name?

A.—Through a curious error on the part of the eminent explorer La Salle, who on discovering them, imagined he had found a short road to China and gave to the rapids the French name "La Chine."

Q.—By whom are the dock properties, terminals, etc., in the harbor of Montreal operated?

A.—By a board of three Harbor Commissioners, responsible only to the Dominion Government; none of the property being privately owned, the expense for its construction, operation and upkeep is borne by the Government, the port being considered a National one.

Q.—What quantity of grain is yearly handled in its elevators?

A.—In the year 1914, over 60,000,000 bushels were handled.

Q.—What are the principal tributaries of the St. Lawrence?

A.—The Ottawa and Saguenay rivers, the scenery of the latter being unequalled on this continent for wild grandeur and variety.

Q.—What range of mountains is most prominent along the St. Lawrence?

A.—The Laurentian chain of mountains follows it on its sweep to the sea and is responsible for most of its magnificent scenery, its mineral wealth and its shooting and fishing.

Q.—What are the principal points of interest to the tourist on a trip from Niagara to the sea?

A.—Niagara Falls, City of Toronto, Lake Ontario, the Thousand Islands (America's Venice), the descent of the marvelous rapids, Cities of Montreal and Quebec, the miracle working Shrine of Ste. Anne de Beaupre, Lower St. Lawrence summer resorts (Murray Bay, St. Irenée and Tadoussac), the famous Saguenay Canyon, including Capes Trinity and Eternity.

Q.—What about baggage?

A.—It may be checked through in bond, or it may be examined at the principal points of entry, with very little inconvenience to the traveler; also, a returning tourist may have their baggage examined and checked through from Quebec to all points in the United States.

Q.—Where are the Company's Hotels located?

A.—The "Manoir Richelieu" at Murray Bay, St. Lawrence River, 90 miles from Quebec, reached by steamer daily except Sunday during the summer season. The "Tadoussac" at Tadoussac, 145 miles from Quebec, at the confluence of the St. Lawrence and Saguenay Rivers, reached by steamer daily except Sunday during the season.

GENERAL INFORMATION

Time-tables show the time steamers should arrive at and leave different ports, but their departure, arrival or connection at time stated is not guaranteed, nor does the Company hold itself responsible for any delay or any consequences arising therefrom. All times subject to fluctuation from stress of weather, etc., and change with or without notice.

NOTE—If call cannot be made with safety, the Company reserves the right to cancel stop at any port.

NIAGARA TO THE SEA

Canada Steamship Lines Limited



1817

TORONTO,
THOUSAND ISLANDS,
RAPIDS, MONTREAL
QUEBEC, SAGUENAY RIVER

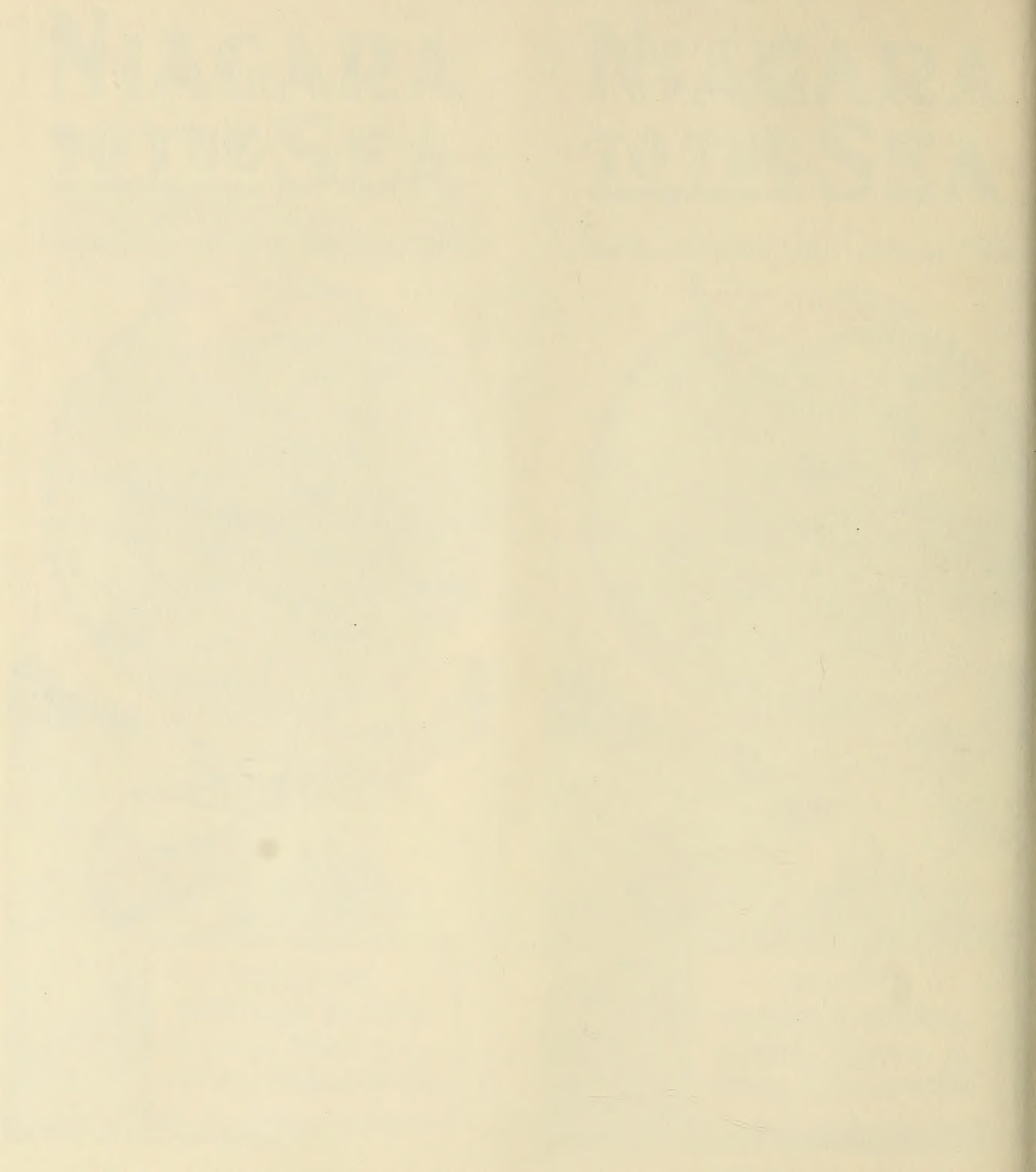
NIAGARA TO THE SEA

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1817

TORONTO,
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QUEBEC, SAGUENAY RIVER



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